

Hongkong Daily Press.

**"GRAND PRIX" PARIS 1900**  
The Highest Possible Award.  
**JOSEPH GILLOTT'S**  
**PENS.**  
Of Highest Quality, and having  
Greatest Durability are there-  
fore **CHEAPEST.**  
The Only Award, Chicago, 1893.  
NUMBERS FOR USE BY BANKERS  
Barrel Pens, 225, 221, 282  
Slip Pens, 332, 909, 287, 160, 404, 706  
In Fine, Medium, and Broad Points.  
The New Turned-up Point 1032.

**JULES MUMM**

7  
8 Hongkong, 1st August, 1901. [11







now, so as to meet the recent decision of the Hon. Attorney-General re Crown streets in the rear of private buildings not counting as "open spaces in the rear, provided by the owner."

The Acting Director of Public Works maintained: "The houses are certainly well situated as regards open space in the rear. I consider it absurd to require the provision of backyards in such cases. What I would like to see would be a restriction in the enormous height of the houses, fronting on such a narrow street. I am in favour of passing this."

Dr. CHAMBERLAIN seconded, and the motion was carried.

**LIMEWASHING RETURN.**  
The limewashing return for the fortnight ended 2nd inst. was laid on the table. The return shows that in the Eastern district, out of a total of 1,830 houses, altogether 1,147 have been lime-washed.

**WATER ANALYSIS.**  
Reports were laid on the table relative to the analysis of public water supplies for the month of August. Samples were taken from the Kowloon, Tytan, and Pokfulam services, and in each case the water was found to be of excellent quality.

**MORTALITY IN MACAO.**  
The mortality return from Macao for the week ended 25th August shows a total of 69 deaths. None was due to plague.

**MORTALITY STATISTICS FOR THE COLONY.**  
The mortality statistics for this Colony for the week ended 24th August show a death-rate of 27.0 per 1,000, as against 16.8 in the preceding week and 21.8 in the corresponding week of last year.

**PROSECUTIONS UNDER THE PUBLIC HEALTH ACT.**

Dr. CHAMBERLAIN moved that Inspector J. T. Cotton be authorized by the Board to institute prosecutions in cases of contravention of the provisions of the Public Health Ordinance.

Mr. CHAMBERLAIN seconded, and the motion was agreed to.

**ADDITIONAL SENIOR INSPECTORS.**

Correspondence was laid on the table relative to a telegram being sent to England regarding the appointment of five senior inspectors.

Dr. CHAMBERLAIN moved that a telegram be sent to the Secretary of State for the Colonies recommending that these men be appointed and sent out to Hongkong as early as a date as possible.

It was incumbent upon the Board, the President pointed out, to make every endeavour in its power to get the Colony into such a condition that the plague could be attacked at its onset when it appeared.

The first case appeared this year on the 4th of January. If these senior inspectors could arrive this year, so much the better, as there was much to be done to improve the sanitary condition of the Colony.

Eight first-class inspectors had been provided for in this year's Estimates, but there were only three inspectors on the actual staff, therefore the senior inspectors, provided they arrived this year, could be paid out of the lapsing salaries of the first-class inspectors.

H. E. the Governor approved the suggestion contained in the letter, and on 30th August the following telegram was despatched to the Secretary of State for the Colonies:—Referring to my despatch No. 285 of 27th July, send at once five senior sanitary inspectors.

This was all the business.

## SUPREME COURT.

Thursday, 5th September.

### IN SUMMARY JURISDICTION.

Before His Honour T. SERCOMBE SMITH (Acting Judge).

**SHEWAN TOMES & CO. v. THE POOL LEE FIRM.**

His Lordship gave judgment in a case that will be of interest generally to traders in the Colony. Shewan, Tomes & Company, merchants, 14, Des Voeux Road Central, sued the Pool Lee firm, 24, Hillier Street, claiming \$760.8 for damages for breach of contract, the particulars whereof are as follows:—By a contract in writing, bearing date the 15th day of April, 1901, and made between the plaintiff and the defendants, the defendants purchased from the plaintiffs 600 kegs of wire nails at \$8.15 per cwt. It was a particular term of this contract that the defendants should take delivery of the goods within one week from and of their arrival in the Colony. In breach of the terms of the contract, the defendants, although called upon by the plaintiffs to take delivery in accordance with the terms of the contract, refused so to do, and repudiated the contract in its entirety. The plaintiffs, in consequence of its breach, had to sell the goods, and upon such resale suffered damages to the extent aforesaid.

Mr. J. S. Harston, solicitor, appeared for the plaintiffs, and Mr. H. Hursthouse, solicitor, for the defendants.

The goods, it appears, arrived in the Colony on the 20th July—five days late as viewed in the terms of the contract, which incidentally stated the time of arrival to be "two or three months." The plaintiffs contended that the date of arrival, "two or three months," was only a warranty, not a condition precedent.

Mr. Hursthouse, for the defendants, held on the other hand that the date was a condition precedent, and not a warranty, thus giving the defendants the right to rescind the contract.

The second point raised by Mr. Harston was one of time. The more important of the two in its general significance was submitted that the plaintiffs, in the use of the time "two or three months," did not specify a particular date for the arrival of the goods, simply about two or three months.

Mr. Hursthouse took the opposite view, and argued that exact date was meant, with three months as the limit.

On the first point his Lordship followed the case of *Chi Yuen v. Ebrahim*, on appeal, and decided in favour of the defendants, and that the date of the arrival of the goods was a condition precedent. On the question of time he held that three months meant calendar months, and that 15th July was the termination of the period in which the goods were to arrive.

Judgment was accordingly entered for the defendants, with costs.

### LATEST STEAMER MOVEMENTS.

The M.M. steamer *Nahel*, with the next French mail, left Saigon this morning at 5 o'clock, for this port.

The P.M. steamer *China*, with mails, &c., which left Hong Kong at 8th for San Francisco, San Antonio, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 2nd inst.

The C.P.R. steamer *Argos* of India arrived at Kobe at 3.30 p.m. on the 2nd inst., and left at noon on the 4th inst. for Yokohama, where she was due to arrive at noon on the 5th inst.

The N.Y.K. steamer *Edwin* (American Line) left Shanghai for this port on the 4th inst., and is expected to arrive here on the 7th inst.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

### PORTUGUESE CLERKS.

4th September.

TO THE EDITOR OF THE "DAILY PRESS." Sir,—The Hon. F. H. May, C.M.G., is making himself more and more objectionable to all sorts and conditions of men in this Colony, his latest attack being on the poor hard-working and law-abiding Portuguese clerks. As a rule I seldom take the trouble to read the *Government Gazette*, as I find little that interests me there, but your correspondent "Impartial" first drew my attention to the Salaries Committee. I fully endorse your correspondent's opinion on the subject, and consider Mr. May's uncalculated remarks as a gross and gratuitous insult to the Portuguese clerks in this Colony in general. What makes his opinion more serious for the Portuguese clerks is that it was published in an official *Gazette*. It is thus more apt to create a very wrong impression as regards the real merits of the Portuguese clerks in general, and it behoves the Consul of that community also to officially protest and to remove this impression. Fortunately, however, this is merely the opinion of one man, who is biased, and who like all other men is liable to err. Mr. May no doubt estimated the average ability of the Portuguese clerks in general by the little experience he has of certain very underpaid clerks, little more than boys, who through sheer necessity are obliged to take employment to earn a pittance. It is very unfair to draw conclusions therefrom. In my opinion (and Mr. Editor, I have had a good deal to do with this class of our cosmopolitan community), the Portuguese clerks are as a rule a very steady, accurate, hard-working and intelligent lot of men; in fact they are exactly contrary to what Mr. May thinks of them. They have beside one good point, which is sobriety. Of course, like every other nation in the world, there are black sheep in the fold, but as clerks in general they are indubitably a reliable and submissive lot, and it is really a display of bad taste on the part of Mr. May that he should needlessly run down a good and quiet section of the community, one who was held in high esteem and respect by the first settlers and the older British and foreign community of this Colony.—Yours, etc.

### A FRIEND OF PORTUGUESE CLERKS.

[We have received other letters on the same subject.—Ed. D. P.]

### PARSEES AND CRICKET.

TO THE EDITOR OF THE "DAILY PRESS."

5th September.

Sir,—In view of the approaching cricket season and the Interport Cricket Carnival, for which preparations are going on in right earnest, it may interest your sporting readers to know that a private telegram has been received from Bombay announcing the success of the representative Parsee XI against the Bombay Presidency Team. The constitution of the opposing teams is worth noting. Cricket is a very popular game in India, and in Bombay especially. There are in Bombay among the devotees of this national English game many distinguished players, Englishmen, other Europeans, Hindus, Mohammedans, and Parsees. Next to Englishmen the Parsees have made their name as cricketers. It is an acknowledged fact in the cricket world of all India that the Bombay Parsee cricketers are the best bowlers in Bombay and the smartest fielders in all India. So much so that the Bombay Parsee cricketers were considered invincible. They won all sorts of local and other matches. They have been about three times to England with varied success. Lord Hawke some years ago brought out a team to play, *inter alia*, a Parsee XI at Bombay and a return match at Poona. In both contests Lord Hawke got a sound beating. Lord Harris, no mean exponent of this manly game, happened about this time to be the Governor of Bombay. His Lordship it was his first conceived and carried out the idea of opposing a combined team chosen from all the various parts of the Bombay Presidency, including some of the crack bats and bowlers among English civilian and military cricketers. Every year in the middle of August a three days' match is fixed to be played between the Presidency team and the Parsees. Saturday is always the last day of the match, and if a visitor, were passing by the cricket ground that afternoon he would simply be astounded to see an orderly throng of some 12,000 to 15,000 spectators enjoying the friendly battle. The Presidency team for many years included such a renowned bat as Captain Greig, whom your sporting correspondent referred to only the other day. To tell the truth, Captain Greig was a terror to the Parsee eleven. Once, in a true sportsmanlike spirit, the Parsee Captain presented Greig with a bat in token of the remembrance of the huge trouble he gave them in getting him out. He was the recognised century bat of the Presidency team. The Parsee team also boast of a century bat, Gagrut, a surname signifying "thunder." In the last Presidency Parsee match under notice the latter had another advantage. Their team was captained by Dr. Parvi, a Parsee medical practitioner who has recently returned to Bombay from England. He is also one of the prides of Parsee cricketers. He cannot of course be compared to that incomparable Hindoo Prince of Cricketers, Ranji. But he is a Ranji in another sense. As a captain of his team he stands unapproached. He is universally acknowledged to be a captain of sound and unflinching judgment. Put in any batsman you

### A CLOTH-BOUND COOKERY BOOK.

containing 180 original recipes for all kinds of savouries, invalid cookery, and sweets, is sent free to all who post their LEMCO Extract jar wrapper, to Leitch's Extract of Meat Company, Limited, 9, Fenchurch Avenue, London, E.C. 3.

## MAKING RELICS.

A mass of documents, bound in a volume, which has been brought to public notice at home, furnishes a record of, or nearly all, the official correspondence which passed during the siege of Mafeking between General Baden-Powell and the Boer commanders, both those investing the plucky little town, and those controlling the operations of the enemy from a distance. And much that is of little general interest in the volume, such as the daily array orders, the various lottery tickets, tickets for food, licences to keep siege dogs, programmes of concerts, Mafeking bank notes designed by the resourceful "B. P." &c., there is this mass of correspondence between the leaders of the opposing forces, which recalls some of the most memorable incidents of the investment.

At this time, when a good deal is being written concerning the Boer treatment of the wounded, it is worth while to quote a letter from General Baden-Powell, which he wrote when the enemy were killing the women whom they found outside Mafeking. The letter, like most of the other records of correspondence in the volume, is a type-written duplicate of the original (presumably from a press copy-book). It is dated 16th April, 1900, and is addressed to Commandant J. M. Botha, Maricao Lager, near Mafeking.

"I was much gratified on Saturday last to hear from you that the women who were wounded by your burghers had been shot at by mistake in the night, but I am now informed that last night your burghers again fired on women, and killed nine out of thirteen of them. Now I wish to ask you what course you propose to take in the future regarding women and children. 1. Your present system is to shoot them if they come to the front. 2. If they go by day your men capture them and beat them and send them back, and sometimes shoot them. 3. If they go by night your men shoot them down. I now write to ask whether you will let women and children pass out through your lines on the condition that they do not return, and that I undertake not to send letters or other communications by them. If your men have not already begun to kill your friends, and you may hold yourself responsible for their deaths." Bearing on this subject there is about the same time a public notice posted in Mafeking, announcing that "a native boy escaped from the Boers two nights ago. He states that he heard the Boers saying that we have written protesting against their firing at the hospital, &c., and they then fired two shots at it on purpose. These shots were fired at the hospital on the 2nd inst. They understood all our communications during the siege, for there is a place of the *Mafeking Mail* of 8th March, 1900, announcing the surrender of Cronje. 'Boers Bolting Before Bob'! Dordrecht Taken at Point of Bayonet! Colours Captured! Glorious Slaughter of Women! Slayers! One Thousand Boers Killed! Seven Thousand Surrendered! Cronje a Prisoner! Snyman to be Hanged!'

It was Commandant Snyman with whom all the correspondence passed, but who shot the women and firing on the hospital, and it was also the Boer commander who communicated the circumstances of Eloff asking for permission to join in the cricket and dancing by which the besieged killed time. Gen. Baden-Powell's letter saying he would like nothing better than to join them in cricket "when the match in which we are at present engaged is over, but just now we are having our innings, and have, so far, scored two hundred days not out." Is well known. The letter from Commandant Eloff, written on 29th April, to which it was an answer, is included in the documents of the volume referred to. It is as follows:—

"I see in the *Bulawayo Chronicle* that your men in Mafeking play cricket on Sundays, and give concerts and balls on Sunday evenings. In case you would allow my men to join in same, it would be very agreeable to me, as here outside Mafeking there are seldom any of the fair sex, and there can be no merriment without their being present. In the event of your being able to allow this, we could spend some of the time in which we may still have to live through round Mafeking, and of which there will probably be many yet in friendship and unity. During the course of the week you can let me know if you accept my proposition, and I shall then be on the cricket ground or at the ball-room with my men at the time appointed by you. Wishing you a pleasant day.—J. Eloff, Commandant, Jhal Commagat."

No wonder that on 1st May the defender of Mafeking wrote to General Snyman, enclosing a letter to Eloff, and "presuming the officer is not quite of sound mind." The other letter from Eloff is one in which he requested General Baden-Powell to send "50 blank forms of warrants of apprehension and two pairs of handcuffs." It was not long after that Eloff made that closer acquaintance with Mafeking which he so much desired, for on 13th May there is a letter to Snyman informing him that "in the night yesterday my men killed and wounded, including Commandant Eloff and four officers." This, it will be remembered, was the outcome of the rash which the Boers made on the defenses and of the clever ruse by which they were captured. In the same letter Gen. Baden-Powell suggests that as his food supplies will not admit of giving the prisoners a very good, or plentiful ration, Snyman might care to send them extra food, which would be handed over to them "as a token of my admiration of the gallant way in which your burghers fought yesterday."

Some of the news slips—such as that telling of the enthusiasm in England and the enrolling of the Volunteers—signed E. H. Cecil, Major, are interesting reading, and the menu of the dinner given at Dixon's Hotel by Lieutenant-Colonel Vyvyan, to celebrate the 100th day of the siege, shows that the diners were regaled by *Lea & Mafeking*, *Lea & Mafeking*, *Lea & Mafeking*, and so forth. The volume contains documents dating from Bulawayo, 2nd September, 1899, to Nylostroom, 26th August, 1900, when General Baden-Powell wrote to General Groucher, Waterburg Commandant, requesting the surrender of arms within twenty-four hours.

**EXPORT CARGOS.**  
Per steamer *Patroclus*, sailed on the 13th August. For Liverpool—25 half-chests tea from Macao (particulars unknown), 100 bales matting, 100 bales bamboo ware, 20 bales tinware, 4 pkgs. sundries. For Glasgow—1 case cigars. For San Francisco—3 cases silk goods. For Australia—2 cases silk goods. For Guayaquil—7 silk goods. For Calao—2 cases silk goods. For New York—1 case silk goods, 50 bales raw silk.

**PARSEE.**  
**POLICE COURT.**  
Thursday, 5th September.  
Before Mr. HAZELAND.

**CHEATING—A TEST CASE.**  
Ng Yau Kum was charged yesterday morning with cheating in respect of \$22.30.

Mr. Wilkinson prosecuted and Mr. Hays appeared for the defence.

Mr. Wilkinson said:—On the 3rd of July last, defendant came aboard of complainant's fishing junk, and asked for employment, presenting himself as a fisherman. Complainant engaged him, and as is usual in such cases paid him an advance of wages of \$22.30. Defendant after receiving the money disappeared. Defendant had perpetrated similar offences, as he was prepared to prove; but as an important point of law was involved in the decision, he would test the case by only bringing forward at present one witness, the complainant. The important point of law referred to was that a man cannot be charged with cheating, according to *Rose*, unless it can be proved that he attempted or perpetrated a similar offence on more than one person or more than one time, or when his deed affects the general public.

The complainant deposed as follows:—I am the owner of the fishing junk *Kum Kum Lee* and *Kum Sum Lee*, in Shanhai-kwan harbour. On the 3rd of July defendant came aboard the *Kum Sum Lee* and asked to be employed as a fisherman. I engaged him for 150 days, and as wages of \$22.30. Defendant after getting the money said he would go ashore for his bedding and return. He never came back. I saw defendant in the street again on the 29th August. I am the owner as well as the captain of the junk *Kum Sum Lee*. The latter junk had remained at Shanhai-kwan harbour ever since.

Mr. Hays at this point asked to have the case adjourned, since a very important point of law being involved, he required a little time to study the case.

Mr. Wilkinson having no objection the adjournment was granted.

Bail was first fixed by His Worship at \$250; but upon defendant stating through his counsel that he could only obtain \$100, and Mr. Wilkinson not objecting to a reduction of the amount of bail, this being really merely a test case, of small importance otherwise, His Worship reduced the bail to \$100, and adjourned the case for one week.

**JOHN MEINMUND.** declared himself a vagrant with no visible means of support, and was ordered to the House of Detention.

**BEFORE MR. KEMP.**  
**NOT COMPLETING HIS JOURNEY.**  
Lieut. C. A. Ball-Aston, R.W.F., engaged ricksha No. 442 on the 31st ult., to take him from Murray Barracks to the Gun Club, and told the coolie to wait and take him back again. When complainant came out of the Gun Club he found the coolie had disappeared. As it was after the hours stipulated in the licence, defendant was fined \$5 or fourteen days.

**SELLING LIQUOR AFTER HOURS.**  
Detective Sergeant Kerr went to Ah Shun's shop, 169, Hollywood Road, on Tuesday night at 10.25 o'clock, and asked for a bottle of *samsu*. It was sold to him for twelve cents. As it was after the hours stipulated in the licence, defendant was yesterday morning fined \$25.

**ILLICIT OPIUM.**  
Wu Chung Tsau had 39 tins of prepared opium, and Chan Tin a total of 144 tins of opium dross, without a valid certificate from the opium-farmer.

The former was fined \$500, or three months, and the latter \$150, or two months' hard labour.

**QUEEN VICTORIA MEMORIAL FUND.**  
Amount already subscribed: \$26,539.30

Hongkong & Whampoa Dock Co., Ltd. 500  
Houghgill, 250  
Book Co., Ltd. 250

Donnys & Bowley 250  
Tata & Co. 150  
P. W. D., per W. Chatham 128  
Sperry Flour Co. 100  
Deacon & Ram 100  
J. J. deo Remedios & Co. 100  
Hartigan, Stedman & Kemm 50  
Bishop of Victoria 50  
Bradford & Co. 50  
H. Adams & Co. 50  
B. S. Woodwells & Co. 50  
Kuhn & Komor 25  
A. J. Gomes 25  
F. A. Gomes 25  
H. K. Holmes 15  
Dr. Clark 10  
"An Alien" 10  
H. F. Carmichael 10  
T. Bercombe Smith 20

Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank.

C. F. CHATFIELD, Hon. Treas.  
T. JACKSON.

A new jungle story: *The Hottentots*. "I hope it won't hurt your feelings, dear, but the report is being circulated that your husband is a man-eater." *The Hottentots* (correctly) *Alas!* I have good reasons for thinking that it's only too true. *The Hottentots*. Yes. What seemed your own supposition? *The Hottentots*. "Four or five times, lately, I've caught the smell of tobacco on his breath."

## MR. KRUGER ON THE SITUATION.

The Times Paris correspondent wrote on the 4th ult.:—

One of Mr. Kruger's chief representatives and interpreters in France, M. Henri des Houx, who is also on the staff of the *Figaro*, has just "approached" as he calls it, Mr. Kruger for the third time. He finds him essentially unchanged, but no longer troubled by his eyes. The object of his visit was an interview, and he has returned from his pilgrimage with a certain amount of "copy," which by expert dilution he spread yesterday over four columns of the *Figaro*. This production comes forth officially as Mr. Kruger's "declarations."

Questioned first on the charges of cruelty made against the Boers, Mr. Kruger declined to confirm or deny them, but added immediately that these fresh accusations seemed to be rather a relief to several Boer reports regarding the incontestable inhumanity of the English. War was as the best, he continued, a cruel business; but the Boer cause would justly be condemned by God if Boer soldiers had committed a twentieth part of the crimes committed by the English. Mr. Kruger naturally appealed to the testimony of Miss Hobhouse, although he protested that her story was necessarily incomplete. "When impartial history registers these facts in their detail the world will shudder with horror."

It was hardly necessary to "approach" Mr. Kruger with the solemnity of the present interview to elicit such utterances as these; but on a more interesting theme, that of the importance of Mr. Kruger's letter, Mr. Kruger is hardly less disappointing. "He has doubts in the first place, as to its authenticity, but even, granting this, it merely proves that out of some thousands of men suffering from all sorts of privations some few have had a moment of lassitude and not at all that Mr. Kruger himself shares this feeling. Moreover, if he desired to arouse a salutary reaction he has succeeded. Immediately after the date assigned to the letter the Generals decided unanimously to continue the war to the bitter end, and hostilities were renewed with redoubled vigour. Mr. Kruger affirmed that he himself had no knowledge of steps having been taken in favour of mediation. More effective than an appeal to the Powers will be, thinks the impression made upon them by the spectacle of the horrors now being committed in South Africa. "I have once already made a proposal for peace on honourable terms direct to Great Britain. It still stands; I will not renew it." The Boers were not the aggressors, and if the war still continues it is not they who are responsible. They are defending their liberty, and the sole condition, what other condition will lay down their arms is that that liberty shall be guaranteed them. For this independence the children and the grandchildren of the present combatants will go on fighting, "for it is impossible to destroy a race, and a strong race does not renounce its liberty." The English, said the war would be over by Christmas, 1899, last autumn Lord Roberts described it as practically over, yet it was still going on, and the English are as much in need of peace as the Boers, and they know on what condition they can obtain it. Mr. Kruger hopes that they will grow weary of ruining themselves in order to oppress the Boers. At all events, the Boers will never tire of resisting their oppression. The object of the Boers, which is liberty, is nobler than that of the English, which is more conquest, and merits greater sacrifices.

Challenged by a doubt as to whether the Boers could hold out, Mr. Kruger said: "I cannot tell you everything, but I do not forget that if a Boer commander captures a train despoiled for 5,000 Boers. Moreover, we have never for any length of time been without arms, ammunition, and horses. Providence provides."

Mr. Kruger does not think that Botha is in Cape Colony, but if need be he will go there. The war, in fact, has now extended throughout the whole of South Africa. He adds:—

"Even if every inch of Republic territory were in British hands, over Mr. Chamberlain's war would still go on as steadily as ever in the British South African colonies. Wherever there is a man of our race there is a soldier ready to take up arms in defence of liberty. The public executions in Cape Colony are most useful to our cause. Avengers spring from the blood of martyrs."

Lastly, Mr. Kruger declares that the Boers will never give up their flag, the symbol of their freedom, that the complete annihilation of the Boers is not to ask for an amnesty, being belligerents—"if a protectorate is out of the question"—"if we wanted to be protected it is not to the English that we should appeal." "That complete liberty must be granted them to reconstruct their shattered homesteads, and reconstruct their country—"to undertake such a long and difficult task we must have complete, unlimited liberty"—and that, finally, the only thing the Boers can possibly give up is their peace of mind, which they are willing to pour out like water. It is his conviction that the English will finally grant them what is their due. He does not hate them, but merely despises their blindness and pride. He daily offers up prayers to God for those who are dying, the victims of an unjust cause, and for the British Government, which no obstinately persists in its cursed enterprise. When peace comes the English will live on good and loyal terms with the English in perpetual peace and friendship. The proof of the justice of the Boer cause is to be found in the universal sympathy of the world. This shows that God is with them and will not abandon them. "I am more confident than ever," he declares.

The *Temps*, commenting on this interview and on Mr. Chamberlain's speech, says:—

"Nobody can foresee the end of so terrible a conflict between two equally obstinate races. England may have avoided the general rising of the Cape Afrikaners, but not the distrust of that population, who had previously given such strong proofs of loyalty. The Afrikaner race is now morally united, and united against the Empire, and as England does not yet securely hold the soil on which that race lives the present situation is not very favourable for her."

One of the correspondents who went through the siege of Ladysmith, Mr. Donald Macdonald, tells some good stories. One of the best is that of a young officer, who, on a critical occasion, volunteered to cut some wire fences, as he was the only man who possessed a wire-cutting. It was a perilous operation, conducted under a galling fire, yet the officer escaped. Some time afterwards Mr. Macdonald met him, and said, "I suppose you always carry wire-cutters now?" "No fear," was the reply, "I carry a cork-screw and a tin-opener; they are more useful. And other story is of the discovery of a Boer who had secured a terrible bayonet wound through the ribs. As the man was being carried into the British lines, a London "Tommy" who was watching him asked if he was badly hurt. "Yes," said the doctor, "do you know him?" "Course I do," said the soldier, "he's one of mine. I got it in, but I did it as gentle as I could. It wasn't the shovin' in; it was the pullin' out. Lucky for 'im he met me."

## WE ARE SOLELY WINE

AND SPIRIT MERCHANTS, OUR BUSINESS IS MANAGED BY EXPERTS, AND WE CLAIM TO GIVE THE BEST VALUE AS OUR KNOWLEDGE OF THE BUSINESS ENABLES US TO SAVE INTERMEDIATE PROFITS.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 3rd September, 1901. [616]

## INSURANCES.

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [94]

## NORTHERN ASSURANCE COMPANY.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRST-CLASS FOREIGN AND CHINESE RISKS against FIRE at Current Rates.

TURNER & CO., Agents.  
Hongkong, 8th August, 1901. [2021]

## NORTH BRITISH AND MERRICK TITLE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,851.

I. AUTHORIZED CAPITAL... 23,000,000 0 0  
RESERVE CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 837,500 0 0  
II. FIRE FUNDS... 2,537,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 3rd July, 1901. [1641]

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [52]

## "L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838.)

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at our rates.

P. LEMAIRE & CO., Agents.  
Hongkong, 7th February, 1901. [439]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRST-CLASS FOREIGN AND CHINESE RISKS at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 28th May, 1895. [731]

## SUN INSURANCE OFFICE, LONDON.



## NEW ADVERTISEMENTS

## WANTED.

**CHINESE or PORTUGUESE** at once, as an **ASSISTANT BOOKKEEPER**. Salary \$35 to \$40. Apply personally to—  
**H. RUTTONJEE**,  
Yongkong, 6th September, 1901. [2277]

**TWO WRITERS** are required at once in the Office of the **NAVAL STORE OFFICER**, Naval Yard, to whom personal application should be made between the hours of 10 A.M. and 1 P.M.  
Candidates are requested to bring Testimonials with them.  
Hongkong, 6th September, 1901. [2278]

## IN THE MATTER OF ORDINANCE

No. 2 OF 1892,  
and  
IN THE MATTER OF THE PETITION OF **GUSTAVE LOUIS MOUCHEL** formerly of No. 134, Holborn, but now of 38, Victoria Street in the County of London, England, for the exclusive use within the Colony of Hongkong, for "Improvements in and relating to Piles, Columns and analogous structures."

**NOTICE IS HEREBY GIVEN** that the Petition Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said **GUSTAVE LOUIS MOUCHEL** to apply at the sitting of the Executive Council hereinafter mentioned for the exclusive use within the said Colony of Hongkong of the said Invention.

AND **NOTICE IS HEREBY ALSO GIVEN** that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the **COUNCIL CHAMBER** at the **GOVERNMENT OFFICES**, Victoria, Hongkong, on **TUESDAY**, the 17th day of September, 1901, at 11 A.M.  
Dated the 5th day of September, 1901.  
**STEPHENS & THOMSON**,  
Solicitors for the Applicant.

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction, on

**THURSDAY**, the 12th SEPTEMBER, 1901, at 2.30 P.M., at No. 13, SEYMOUR TERRACE, for account of the Estate of the late **E. H. JOSEPH**, a

**VALUABLE HOUSEHOLD FURNITURE**,  
Comprising—

**SILK TAPESTRY COVERED DRAWING ROOM SUITE**, **BLACKWOOD CABINET**, **EASEL AND STOOLS**, **CHIFFONIER**, **OVERMANTLES** with **BEVEILED GLASS**, **PINE BRASS**, **BERNERS**, **MARBLE MANTLE CLOCKS**, **TAPESTRY** and **LACE CURTAINS**, **JAPANESE CLOISONNE VASES**, **ORNAMENTS**, &c., &c.

**TEAK SIDEBOARD**, **DINING TABLE**, **DINNER WAGGONS**, **TEA AND OCCASIONAL TABLES**, **CUTLERY**, **ELECTRO-PLATED GLASS AND CROCKERY WARE**, &c., &c.

**BRASS MOUNTED BEDSTEADS**, **TEAK WARDROBES**, **DRESSING TABLES**, **MARBLE TOP WASHSTANDS**, &c., &c.

**BATHROOM** and **PANTRY** requisites.

Also

1 **COTTAGE PIANO** by J. Brinsmead and Son;

1 **MILNERS' SAFE**.

On View from Wednesday, the 11th Sept. Catalogues will be issued.

Terms—Cash on delivery.  
**GEO. P. LAMMERT**,  
Auctioneer.

Hongkong, 6th September, 1901. [2279]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, TAKAO AND TAMSUI.**

The Company's Steamship

"**HAICHING**,"

Captain Davis will be despatched for the above ports on **SUNDAY**, the 8th instant, at DAYLIGHT.

For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & CO.**,  
General Managers.

Hongkong, 5th September, 1901. [2275]

**WANTED** on Higher Level, or at the Peak, in good position, **TWO BED-ROOMS**, one fully and one partly furnished, with Bathroom and Board. Good House at Kowloon would not be objected to. State particulars in writing to—

**ONSLOW**,  
Care of Daily Press Office.

Hongkong, 5th September, 1901. [2259]

**WANTED.**

**AN EXPERIENCED CLERK** for a German Firm. Knowledge of German and English necessary. Must also be conversant with general office work. Engagement to date from 1st January, 1902, or sooner.

**CHIFFER X. Y.**,  
Care of Daily Press Office.

Hongkong, 5th September, 1901. [2257]

**IMPERIAL BANK OF CHINA.**

**WANTED.**

**AN experienced man of business** to act as **COMPTROLLER** from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.  
**E. W. RUTTER**,  
Manager.

Hongkong, 31st July, 1901. [1922]

**WANTED.**

**GOOD JOBBING COMPOSITORS.**

Permanency for competent men.

Apply at—  
**Daily Press Office.**

Hongkong, 30th July, 1901. [1910]

**COLD STORAGE.**

**THE HONGKONG ICE COMPANY, LIMITED** is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

By Order of the Board of Directors.  
**Wm. PARLANE**,  
Manager.

Hongkong, 17th February, 1899. [65]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, for account of the concerned, **TO-DAY (FRIDAY)**,

the 6th SEPTEMBER, 1901, at 11 A.M., at their Sales Rooms, Ice House Street,

12 Cases **QUART CHAMPAGNE**, 16 Cases **PINT CHAMPAGNE**, 3 Cases **CONFECTIONARY**, 1 Bale **GUNNY BAGS**, 1-50 ton **PRESS**, 2 **RICKSHAS**, 1 **TIENTSIN CARPET**, **SUNDRY HOUSEHOLD FURNITURE**, 2 **COOKING STOVES**, 2 **PIANOS**, 1 **IRON SAFE**, **RUGS**, **SUNDRY GLASSWARE**, **CARVERS**, 2 **SEWING MACHINES**, **PAINTS**, **SOAPS**, &c., &c.

Terms—As usual.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, 5th September, 1901. [2264]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction, **TO-DAY (FRIDAY)**,

the 6th SEPTEMBER, 1901, at 2.30 P.M., at "DURBAR HOUSE," Officers' Mess, 3rd Madras L.I.,

A QUANTITY OF **HOUSEHOLD FURNITURE** (Full particulars in Catalogue).

On View from Thursday, 5th September.

Terms—Cash on Delivery.  
**GEO. P. LAMMERT**,  
Auctioneer.

Hongkong, 2nd September, 1901. [2232]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, for account of the concerned, **TO-MORROW (SATURDAY)**,

the 7th SEPTEMBER, 1901, at NOON, at their Sales Rooms, Ice House Street,

10,670 lbs. **BISCUITS** slightly damaged; and

150 **SMALL GALVANIZED IRON BREAD TANKS**.

Terms—As usual.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, 4th September, 1901. [2255]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions from **ALFRED J. MAY, Esq.**, to sell by Public Auction, **TO-MORROW (SATURDAY)**,

the 7th SEPTEMBER, at 2.30 P.M., at No. 3, MOUNTAIN VIEW, THE PEAK,

THE WHOLE OF HIS **VALUABLE HOUSEHOLD FURNITURE**,  
Comprising—

**Tapestry-covered Mariburk-made DRAWING ROOM SUITE**, **CARVED BLACKWOOD OVERMANTLES**, **CABINETS**, **HANDSOME BRASS STANDS**, **LAMP CARPETS**, **TEAK WOOD EXTENSION DINING TABLE**, **BOOK CASES**, **BOOKS**, **WRITING TABLES** with **PIGEON HOLES**, **PICTURES**, **VASES**, "PING PONG," **HAND-PAINTED DESSERT SERVICE**, **TEAK WOOD SIDEBOARD** with **MIRROR**, **CROCKERY** and **GLASSWARE**, **CUTLERY**, **PLATED WARE**, **TEA, COFFEE, and BEDROOM SUITES** with **MARBLE TOP and BEVEILED MIRRORS**, **WARDROBES** (CHEVAL GLASS), **DOUBLE and SINGLE BEDSTEADS**, **CHILD'S COT LAMPS** (HANGING and TABLE), **FLOWER POTS** and **PORCELAIN STANDS**, &c., &c., &c.

Also

ONE **COTTAGE PIANO**, **BROADWOOD & SONS**, in Good Condition, Expressly Made for the Climate.

On View from Friday, p.m., 6th September.

Terms—As usual.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, 2nd September, 1901. [2235]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, for account of the concerned,

**TUESDAY**, the 10th SEPTEMBER, 1901, at 3 P.M., alongside of **DOUGLAS S.S. Co.'s WHARF**,  
**THE STEAM LAUNCH "TUNG YING,"**  
Length 74 feet, Beam 12 feet 6 inches, Depth 7 feet, Cylinders 84 inches by 16 inches. Built in 1900.

**HULL ENGINES** and **BOILER** in thorough order. Self Condensing and Coppered Bottom.

Terms—As usual.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, 5th September, 1901. [2256]

## CANTON DISTRICT.

**LOCAL NOTICE TO MARINERS**,  
No. 59.

**DISCONTINUANCE OF HIGH ISLAND BARRIER LIGHTS.**

**NOTICE IS HEREBY GIVEN** that, High Island Barrier having been removed, the Red and Green Lights now indicating the passage through the Barrier will be discontinued on the 15th instant, and in their stead a Green Light will be exhibited from a Beacon on the Northern Point of High Island.

The Beacon is a quadrangular open-work structure of wood, 10 feet high, painted white. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.

L. A. BYWORTH,  
Harbour Master.

Approved,  
**F. A. MORGAN**,  
Commissioner of Customs.

Custom House,  
Canton, 1st September, 1901. [2242]

## PUBLIC COMPANY

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**CONTRIBUTING SHAREHOLDERS** are requested to send in a Statement of Business contributed during the Half-year ended 30th June, 1901, on or before the 10th September, on which date the Accounts will be closed.

By Order of the Board of Directors.  
**THOS. I. ROSE**,  
Secretary.

Hongkong, 23rd August, 1901. [2150]

## ENTERTAINMENT

**THEATRE ROYAL, CITY HALL.**

**TO-MORROW (SATURDAY), 7th SEPT.**

**GRAND BOXING CARNIVAL.**

**JACK MCAULIFFE**,  
Light-Weight Champion All-round Athlete of the World and Champion Boxer of India.

and  
**JACK SLAVIN**,  
Middle-Weight Champion of Australia,

will give Grand Exhibitions of the Art of Boxing, assisted by

**MR. W. S. BAILEY**,  
and the **LEADING LOCAL BOXERS.**

**JACK MCAULIFFE**  
Will also give an Exhibition of his **WORLD-REOWNED AMERICAN AXE** and **INDIAN TORCH CLUB SWINGING.**

The whole forming an entertainment never before witnessed in Hongkong.

**PRICES** ... .. 85, 50, 25.

Plan at **ROBINSON PIANO CO.**

Military in Uniform Half-price to Back Seats only.

Doors Open 8.30 P.M. Boxing at 9 P.M. sharp.

Late Tram at 12 P.M.

**BRUCE GARDYNE**,  
Business Manager.

Hongkong, 3rd September, 1901. [2243]

## TO LET.

**HOUSE** No. 3, LOWER CASTLE ROAD.

Apply to—  
**T. EDWARDS**,  
No. 22, Stanley Street.

Hongkong, 9th August, 1901. [2024]

## TO LET.

**"FIERNISIDE,"** No. 37, ROBINSON ROAD.

Apply to—  
**S. A. RAMJAHN**,  
Care of Thomas's Grill Room.

Hongkong, 1st August, 1901. [1937]

## TO LET.

**GODOWN—PRAYA, KENNEDY TOWN.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 4th September, 1901. [2251]

## TO LET.

**NO. 8A, QUEEN'S ROAD CENTRAL.**

Apply to—  
**KWONG CHEONG WO**,  
No. 239, Des Vaux Road.

Hongkong, 9th July, 1901. [1733]

## TO BE LET.

**OFFICES and ROOMS** on 2nd Floor of Beaconsfield Arcade.

For Particulars, apply to—  
**TURNER & CO.**

Hongkong, 3rd September, 1901. [2241]

## TO LET.

**A HOUSE** in RIFON TERRACE.

Apply to—  
**"THE RETREAT,"** MOUNT KELLET.

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 18th July, 1901. [196]

## TO LET.

**OFFICE** in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.

Apply to—  
**L. M.**,  
Care of Daily Press Office.

Hongkong, 2nd September, 1901. [2228]

## TO LET SHORTLY.

**HOUSES** (now in course of erection and nearing completion) in a first-class business locality, **DES VEAUX ROAD CENTRAL**, next to A. Jack's Furniture Store. Ground Floor suitable for Shops, Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—  
**J. S. LEE & CO.**,  
Care of WING CHEONG TAI.

240, Des Vaux Road West.

Hongkong, 7th August, 1901. [1999]

## TO LET.

**TWO BEDROOMS (FURNISHED)**, PRAYA EAST, WANCHAI.

Apply by letter to—  
**A. Z.**,  
Care of Daily Press Office.

Hongkong, 5th September, 1901. [2265]

## TO LET.

**NO. 12, LEIGHTON HILL ROAD**, from 1st October next.

Apply to—  
**A. RUMJAHN**,  
10, D'Aguiar Street.

Hongkong, 6th September, 1901. [2260]

## TO LET AT KOWLOON.

From 1st October.

**HOUSES** Nos. 9 & 11, SALISBURY AVENUE, FURNISHED or UNFURNISHED. Very healthy locality. Rent and Taxes \$44.90.

Apply to the—  
**OCCUPIERS OF THE HOUSES.**

Hongkong, 31st August, 1901. [2218]

## TO LET.

**POSSESSION** from September, "THE CASTLE," on CASTLE ROAD.

Apply to—  
**No. 5, SEYMOUR TERRACE.**

Hongkong, 30th August, 1901. [2210]

## TO LET

**NO. 26, WYNDHAM STREET.**

Apply to—  
**C. F. DE CARVALHO**,  
Hongkong, 31st August, 1901. [2220]

## TO LET.

**1ST, 2ND and 3RD FLOORS** of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.

Apply to—  
**WING CHEONG**,  
Nos. 1 & 3, D'Aguiar Street.

Hongkong, 31st August, 1901. [2218]

## TO LET.

**NOS. 1 to 8, WILD DELL, WANCHAI ROAD.**

Apply to—  
**SANG KEE**,  
298, Des Vaux Road Central.

Hongkong, 16th August, 1901. [2084]

## TO LET.

**NO. 1, STEWART TERRACE**, the PEAK.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 17th July, 1901. [1799]

## TO LET.

**GODOWN, No. 3A, DUDELL STREET**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 5th July, 1901. [1692]

## TO LET.

**POSSESSION, AUGUST 1st.**

**THE GODOWN** in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For Particulars, apply to—  
**LAUTS, WEGENER & CO.**

Hongkong, 9th July, 1901. [1730]

## BOARD AND RESIDENCE.

**MRS. GILLANDERS**

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [1889]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED ROOMS**,



## NOTICE OF FIRM

## NOTICE

WE have this Day Authorized Mr. HUNG MAK HOI 洪墨海翁 and Mr. CHOI PO SIEN 蔡寶善翁 to SIGN OUR NAME FOR PRODUCTION. A. CHEE & CO. Hongkong, 16th August, 1901. [2083]

## FOR SALE

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, the PEAK, together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole Lot or to sell the Houses separately, subject to the existing tenancies. Any portion of the purchase-money can remain on Mortgage at 8 per cent. per annum. For detailed particulars apply to DENNIS & BOWLEY, Solicitors, Supreme Court House, Hongkong, 26th August, 1901. [2171]

## NOTICE

TO keep pace with the times, we have engaged an intelligent, experienced and well-educated Staff, thoroughly competent to converse in English and able to understand the requirements of our patrons more accurately than may hitherto have been the case, and thus we hope to save much valuable time and annoyance to our Customers. Telephone No. 256. A. CHEE & CO., 17A, Queen's Road Central, Hongkong, 2nd September, 1901. [2223]

## PIANO FORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally. TUNING ... \$3.50. Address—Care of DRAGON CYCLE STORE, D'Aguilar Street, Hongkong, 4th September, 1901. [2250]

## LOVE.

## COURTSHIP.

## MARRIAGE.

By the famous author of "How to be Happy Through Married," the REV. E. J. HARDY, MILITARY CHAPLAIN AT HONGKONG.

The following Series of Articles on the above are appearing weekly in the Hongkong Daily Press.

PROPOSING. Many men find it the hardest thing in the world to propose. "A swain went one evening to the cottage of his beloved. She was seated by the fire, knitting, a cat at her feet. After a long silence he took the cat on his knee, and, stammering out: 'Pussy, ask Lizzie if she'll marry me.' Lizzie blushed, hesitated, then said: 'Pussy, you can tell Jamie I'll take him.'"

ENGAGED. "Proposing to a girl, which was the subject of our last paper, is easy, indeed quite easy, compared to proposing to her father for her. For fathers and their daughters great resources and are not, in this case, anxious to 'hand out their resources.'"

THE WEDDING AND THE HONEYMOON. A parish clerk said to the clergyman who was adding a solemnity to the marriage service: "Please to cut it short, sir; they've got the cab by the hour."

MARRIED A YEAR. "Thou shalt drive gently over the stones, which is frequently given to inexperienced whips, may be respectfully suggested to the newly married. The first evil ahead which should be marked 'dangerous' is the first year of married life."

LOVING THOUGH MARRIED. "Shakespeare says that 'men are April when they woo, and December when they wed,' but not a few women can say of their husbands that 'April's the month when I was always a lover.'"

Hongkong, 17th August, 1901. [2096]



# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 59 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 261 "

DOCK No. 2 (at MUKAJIMA). Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1569]

SIEN TING SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [832]

OREGON LUMBER. THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSEN & CO. Hongkong, 14th February, 1901. [50]

AMERICAN SYSTEM OF DENTISTRY. AT No. 39, QUEEN'S ROAD CENTRAL, CHIAWICK KEE (LATE OF POPE & NOBLE). Hongkong, 15th September, 1899. [15]

## [ALL RIGHTS RESERVED.] SPORT AND ANECDOTE.

## BY AN OLD FOGGY.

## LEONARD CHARLES BRAUND.

Among the young cricketers who have for the first time in their career scored one thousand runs or more during this season, I find the name of Leonard Charles Braund, the professional who shares with Lionel Palairet the distinction of invariably opening the batting for Somerset. Braund, moreover, only wants 17 wickets to enjoy the great honour of scoring one thousand runs and capturing one hundred wickets in one campaign, and if he is as successful in the few weeks remaining for play, I am not sure that he will not establish a personal record of great merit. So far as I know no cricketer has ever enjoyed such a measure of success in his first season, but after carefully watching the ex-Surrey youth, I shall not be in the least surprised if he ranks himself with W. G. Grace, C. T. Studd, W. Flowers, the late George Davidson, Bobbie Peel, George Hirst (who has already done so this season), E. Wainwright, Gilbert Jessop, Tom Hayward, Charles Townsend (who has practically retired from cricket), F. S. Jackson, Willis Cuttill, Albert Trotter, William Brockwell, and William Lockwood. Indeed if the catches which have been given off Braund's bowling had been taken he would not only have numbered more victims, but would also have been able to point to a much higher average. But whether he gets his hundred wickets or not he has a very successful time in his opening season in first-class cricket, including the privilege of assisting the Players against the Gentlemen up at Lord's. Braund is quite a natural player, and is moreover a very pleasant youth. Success has in no way turned his head, and he is smart and well educated. He has a keen eye on the main chance to get on in the world, and I hear that he is about to remove from Tanton and open a sporting emporium in Bath—a delightful city which is known as 'The Queen of the West.' The Bath Recreation Company have laid out a beautiful cricket and football ground, and much is now being done in this inland watering place for the encouragement of manly sports. If Braund settles in Bath, as seems probable, his presence is sure to prove a stimulus, for there is no more enthusiastic professional in England today.

HIS PERSONNEL AND PERFORMANCES. Braund is a matter of 5ft. 11½ in. in his socks, but he carries so little lumber, that he does not weigh more than 11st. 4lbs. "Thin and dark he is clearly built and very wiry. With a sharp cut face and twinkling eyes which illumine the moment he is drawn into conversation, Braund instantly convinces one that he is much more intelligent than many professionals one meets. He is fluent of language, not to say voluble, and full of gratitude—an admirable trait in his character—to those who have helped him up the ladder of fame. Braund cannot talk long without introducing the name of W. G. Grace who he declared has been a good friend to him, and taught him more than all the other men he has met. "Why Grace can teach a man more cricket in five minutes than he can learn from any other person in five years," said Braund, and I am not so sure that he is not right. When we look around and see the players who have been under the influence of the Grand Old Champion, we shall soon be convinced of this. It were too great a task to draw up a list of such, but in the present day Braund, Charlie Townsend, Gilbert Jessop, Board and G. W. Beldam are instances which must readily occur to anyone. Then is Braund full of praise for Sammy Woods, the great lion-hearted Somerset captain, for Mr. Gerald Fowler, the old county player, and Mr. Murray Anderson the quiet and courteous honorary secretary who has done so much for Somerset. When we know that Braund could have remained with Surrey, it is pleasing to hear him say, "I am in the pink of condition, and am enjoying myself with the Somerset team. I am well satisfied where I am, and do not regret leaving the south for the West of England." Braund, I should add, was born at Clewer, near Windsor, on October 18, 1875, and belonging to the middle classes took to cricket as a recreation. He played with the Richmond Town Club as an amateur, and when only sixteen years of age, that is, in 1891, turned out with the gentlemen of Surrey in many matches. But he decided to espouse cricket as a serious calling, and eventually attached himself to the ground staff at Kennington Oval, when he came under the influence of that clever Yorkshireman and coach, W. T. Gosburn, who was in the Repton school eleven of 1884, along with Lionel Ford, who is now the Master of Repton. For five or six years the Surrey second eleven never lost a match, and Braund was one of the mainstays.

## COMING TO THE FRONT.

The day came when he was tried for Surrey first eleven in 1896, but in nine county matches he only made 68 runs, although against Oxford University in June he hit up 51. On and off he was given further trials, but this sort of thing is very unsatisfactory to a young player who is very apt not to show his form. Why, some years ago, Tyldesley, who shares with Abel the honour of having scored 2,000 runs this season, went to the famous Leyland club in Lancashire for a trial by Mr. John Stanning, the famous cricket patron. What happened? Why, Tyldesley got three consecutive "dack eggs," and Mr. Stanning did not engage him. He has lamented the fact ever since, for the laid of Leyland likes to bring out prominent players. Braund did better than this for Surrey, as against Lancashire at the Oval in August, 1893, he ran up a matter of 85; but I suppose that was a mere bagatelle to Tom Hayward's 315 not out. Braund had no assurance of his place, and determined to qualify for Somerset, a county which he knew was not spoiled for choice, and where he would be sure of his position. While he was qualifying, this young man who was not good enough for Surrey, played three times against the Australians in 1899, with the result

that he rattled up 68 for the England eleven at Truro, 125 for Grace's eleven at the Crystal Palace, and 82 for Somerset at Tanton, so that the Colonial bowling presented no terrors to him. After being compelled to spend three years to gain his residential qualification. Braund in the meantime doing much good for Grace and his London County team, we have soon what this young man has done for the West-terners. With Palairet he helped to make 225 for the first wicket of Somerset against Lancashire in June, and last month 222 for the initial partnership against Yorkshire. He had a great hand in the first defeat of the Tykes in July. Moreover, he has scored 115 (not out) for London County against Surrey, 107 Somerset against Yorkshire, and 111 for Somerset against Hampshire. But this is the young man Surrey had not patience to persevere with. Moreover, I should think that Braund shares with Joe Vine, of being the best leg break bowler in England. There is more pace on Braund's deliveries than on most balls of this description, and I can tell you, if the ex-Surrey man gets going at one end and Cranfield, the insidious left-hander, is proving effective at the other end, the batsmen have a lovely time. If, gentle reader, you think there is exaggeration in what I say, kindly ask the Yorkshire team. They have had some Braund and Cranfield, and they know.

MR. MACLAREN'S AUSTRALIAN TRAM. In this connection I am reminded that Mr. A. C. MacLaren has been disappointed by several men whom he has asked to go to Australia with him. Most of all he is sure to feel the loss of Wilfred Rhodes, the Yorkshire bowler. By most Englishmen, and by all Tykes, Rhodes is considered the greatest bowler in the world! But I am sceptic enough to doubt even his ability on the hard wickets of Australia. When the Colonists were here in 1899 he secured 23 wickets in 184 overs for about 17 runs apiece, but what are our very best wickets compared with the every-day iron-shed front pitches which the Cornstalks use for their go-as-you-please matches between bat and ball. Our wickets are poor in surface and pace compared with these. Yet there are people in England who do not consider Rhodes a great bowler on hard wickets. Upon a pitch affected by rain he has no rival, and I think that in Australia he would bowl his arm out before he would get many victims. Hence I think the Yorkshire Committee are wise to express the hope that he will stay in England. Still he is the best man we have, and failing him who can take his place. I may be wrong, nay, I may be laughed at for my suggestion, but I should think that B. Cranfield, the Somerset professional I have recently named, is just the kind of wear and tear left-hander to bowl and fool out the Australians. Born at Bath on 25th August, 1874, he stands 5ft. 8 inches, and weighs 11st. 4lbs. Even with Somerset fielding, he has taken 86 wickets for about 18 runs each. This of course, is nothing like so good as the record of Rhodes, but remember David Hunter and the Yorkshire fielders have a lot to do with the figures of Wilfred, the Kirkheaton conqueror. Cranfield is a capital bowler, and one who is fast improving. Kindly make a note of my words. I have no desire to discount Rhodes or boom Cranfield, but the fact remains that many of the best bowlers in England have been failures in Australia, and several of the cleverest Australian trundlers have been rank "fiddlers" in the old country. MacLaren will have no difficulty in obtaining batsmen, but the bowlers constitute a Fifteen Puzzle. I am pleased that A. O. Jones, the Nottingham captain, is making the journey, for he is sure to help himself to a lot of runs, and occasionally his leg-breaks are successful as we saw when he played at Kennington Oval in the Test Match two years ago. I regret, however, to say that A. C. MacLaren is himself far from well. He seems to have lost his batting in an all-consuming desire to play all balls to leg, and to the on, but with neuralgia in the neck, rheumatism in his joints, and a sort of general depression and lack of spirits, I am afraid that MacLaren is not the man he was. It is possible that the voyage to Australia will restore him to health once again.

## FOOTBALL COMING.

No sooner is August in than people begin to talk about shooting—and football. Yes, while county cricket is in progress we find that the League clubs and others are preparing for the ensuing campaign. Most of them have issued notices to their players calling them up for practice on the 6th of August! Happy must be the "double firsts" like Sharp, Whalton, Needham, Dorey, and C. B. Fry, who can make themselves fit for the winter fray on the summer game. It will seem strange to see poor old Preston and West Bromwich battling away in the Second Division, but misfortunes come to all of us. However, at present my interest is centred in cricket. I do like the right dish in season.

## OLD "THREE-DECKERS."

H.M.S. "Rodney" ploughed the sea into two broad ribbons of white foam, as she gathered weight on her journey out to the Cape of Good Hope, in days when the Boer War was undreamed of and ships like this old "three-decker," ruled the waves supreme.

"Nine hundred men manned her, and prominent among them was Corporal Eccles, one of the 'boys of the old brigade.' Corporal Eccles, who spins this yarn to me, is now hale and hearty at 65, and he has served Her Majesty 21 years as a Royal Marine—'soldier and sailor too.'"

"I would take me days to tell you all my experiences during the 21 years I spent on the old 'three-deckers,' H.M.S. 'Dragon,' 'Camellian,' and 'Rodney,' said the bluff old Corporal, shifting his quid, "but that storm off the Cape in the 'Rodney' was the worst bit of weather I ever experienced."

"I carry a wound on my thigh to this day that was caused by a table hurled against me when scrambling into my hammock. Aye, in a sailor's life is full of adventures and tests of endurance. During the whole 21 years of active service I never had a day's illness. That's a pretty good record!"

"When my term was nearly completed, I was transferred to H.M.S. 'Pembroke.' She had just been taken off active service and was being fitted out for a work-ship. During the alterations, as she lay at her moorings dismantled, her ports wide open, I had to take my turn on sentry duty, rain or snow."

"Mid-winter it was, and the weather cold and raw. 'Pacing about 'tween decks,' said the Corporal, 'exposed to the worst of weathers, I caught a severe cold, and I couldn't shake it off. My record was broken.'"

"It settled on my chest, hard and fast, making my breathing awfully bad. I couldn't walk uphill, I was too wheezy. You could hear me breathing, like a tug, twenty yards off. I did manage to struggle through my work, though."

"When indigestion set in. After eating, my stomach became swollen with wind, making a disagreeable rumbling noise and causing great pain. Several doctors tried to help me, but their medicine didn't hit the mark. I got worse and worse."

"The old 'Pembroke,' now lying at Chatham, is something like the hulk I then was. My cough shook my body through and through. For months I slept propped up with pillows. After a fit of coughing, perspiration rolled off me, soaking my linen. My body seemed on fire."

"Like the sharp stab of a cowardly knife did a long breath pain me. I got alarmed and nervous, for things were looking ugly. 'Through this day is the 21st of April, 1900,' said the gallant Corporal. 'I yet remember that aching pain that caught me in the back, on the right side, and that my bowels were very constipated. Altogether, I was in a bad way. My wife, when the doctors had failed to help me—a sheer hulk—insisted on giving me Mother Seigel's Syrup, to pull me round.'"

"I had no faith in it, because it was an unproven medicine, but I gave it to Seigel's now. My first bottle sharpened my appetite, improved my breathing, and loosened my cough. The improvement continued week by week until I was completely restored to health. Cough, pain, and weariness were swept away like chaff before the wind."

"Corporal Eccles," of 9, Southill Road, Chatham, says Mr. H. Woolgar, "is personally known to me. Unquestionably, Seigel's Syrup saved his life. Now he is getting younger every day."

"Aye," continued the old seaman, who, by the way, is proud of his medal for "long service," "Mother Seigel's Syrup put life, power and 'go' into my almost lifeless hulk. I am now sixty-five, still young and full of life and energy—all due, mark you, Sir, to Seigel's Syrup. If you think others will try its powers, you may publish this."

Such was the Corporal's stirring narrative, and its truth is vouched for by Mr. G. W. Phillips, of the Chatham High Street, number 312, who writes: "I can verify every word that Mr. Eccles has said. Mother Seigel's Syrup has made a new man of him. No man acquainted with Mr. Eccles's case could doubt the efficacy of Mother Seigel's Syrup for all disorders of the stomach and liver."

"H.M.S. 'Rodney' no more ploughs the deep, but she lies in peace and quiet at Chatham; yet you who are sailing in stormy waters because there is trouble within you—mufin among your digestive organs, in fact—can follow in the steps of the gallant Corporal, and can attain, in this way, to the same hale old age."

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Hongkong, 6th September, 1901. [2053]

## NEGRI SEMBILAN GOVERNMENT NOTIFICATION.

APPLICATIONS will be received for the post of qualified Assistant Surgeons in the Negri Sembilan Government Service, Federated Malay States. Salary \$1,030 per annum, with annual increments as specified hereunder and free furnished quarters. The Assistant Surgeon appointed must sign an agreement for 5 years, on expiry of which, should his service be satisfactory, he will be put on the Fixed (Pensionable) Establishment. Candidates must hold a diploma from a recognized Medical College.

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AGREEMENT	\$1,030	1,128	1,188	1,248	1,308	1,368	1,428	1,488	1,548	1,608	1,668	1,728	1,788	1,848	2,590
EXAMINATION															
EXAMINATION															

W. LEONARD BRADDON, F.R.C.S., State Surgeon, Seremban, 10th August, 1901. [2125]

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Hongkong, 4th January, 1901. [1]

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1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	PARAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
LONDON	TYDEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LONDON	PYRHEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	About 15th inst.
LIVERPOOL DIRECT	ORFÈS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
PREMEN, via Ports of Call	PRINZ HEINRICH	Ger. str.	2 m.	R. Heintze	BUTTERFIELD & SWIRE	On 19th inst. at Noon.
MARSEILLES & LONDON	BANCA	Fre. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 a.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	YARRA	Fre. str.	2 m.	J. W. Wale	MESSAGERIES MARITIMES	On 9th inst. at 1 p.m.
HAVRE & HAMBURG	TAMBA MARU	Jap. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	KOENIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	BANBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On or about 18th inst.
NEW YORK via SUEZ CANAL	SEGOWIA	Brit. str.	2 m.		SHEWAN TOMES & CO.	Quick despatch.
NEW YORK via SUEZ CANAL	ATAKA	Amr. ship.	2 m.	Kendall	CARLOWITZ & CO.	On or about 21st inst.
NEW YORK via SUEZ CANAL	L. SCHIFF	Brit. str.	2 m.		DOUGLASS & CO. LIMITED	Quick despatch.
NEW YORK via SUEZ CANAL	MOGUL	Amr. ship.	1 m.		SHEWAN TOMES & CO.	On or about 25th Oct.
NEW YORK via SUEZ CANAL	MANUEL LAGUANO	Amr. ship.	1 m.		McGREGOR BROS. & GOW	On 28th inst.
NEW YORK via SUEZ CANAL	GLENHYLE	Brit. str.	2 m.	T. Davies	SANDER, WIELER & CO.	On 17th inst. P.M.
NEW YORK via SUEZ CANAL	CHINA	Amr. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst.
TRIESTE via SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	E. Blothorn, R.N.R.	CANADIAN PACIFIC R. CO.	On 30th October.
VANCOUVER via SHANGHAI &c.	TARTAR	Brit. str.	2 m.	J. S. Cox	DOUGLASS & CO. LIMITED	On 10th inst.
VICTORIA (B.C.) & SEATTLE	DUKE OF FIFE	Brit. str.	2 m.	O. Ohao	JARDINE, MATHESON & CO.	On 16th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI &c.	MOYNE	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On or about 10th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI &c.	ROJUN MARU	Brit. str.	1 m.		ALLAN CARRISON	On 17th inst. at Noon.
PORTLAND (OR.)	INDIA VELLI	Jap. str.	2 m.		TOYO KISEN KAISHA	On 10th inst. at Noon.
SAN FRANCISCO via SHANGHAI &c.	AMERICA MARU	Jap. str.	2 m.		O. & O. S. S. Co.	On or about 15th inst.
SAN FRANCISCO via SHANGHAI &c.	COPTIC	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
SAN FRANCISCO via SHANGHAI &c.	CARLEIGH CITY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst. at 4 p.m.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On or about 9th inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	CANTON	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 15th inst.
YOKOHAMA	CHINOTU	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst. P.M.
YOKOHAMA	TRIESTE	Jap. str.	2 m.	Mills	SANDER, WIELER & CO.	On 18th inst. at Daylight.
YOKOHAMA	AWA MARU	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
YOKOHAMA	YAMADA MARU	Jap. str.	2 m.	W. Bainbridge	McGREGOR BROS. & GOW	On 10th inst.
YOKOHAMA	GLENBOY	Brit. str.	2 m.	Forbes Selby	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA	POOCHOW	Brit. str.	2 m.	Boni	MESSAGERIES MARITIMES	On or about 9th inst.
YOKOHAMA	NATAL	Fre. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA	SZECHUEN	Brit. str.	2 m.	Murochino	SANDER, WIELER & CO.	On or about 13th inst.
YOKOHAMA	CARINTHIA	Brit. str.	2 m.	J. Chellow, R.N.R.	P. & O. S. N. Co.	On 10th inst.
YOKOHAMA	PALAWAN	Jap. str.	1 m.	K. Szulski	MITSUBI BUSSAN KAISHA	On 11th inst. at Daylight.
YOKOHAMA	MAIDZU MARU	Jap. str.	1 m.	S. Atsumi	MITSUBI BUSSAN KAISHA	On 8th inst.
YOKOHAMA	ANPING MARU	Jap. str.	1 m.	S. Sobajima	MITSUBI BUSSAN KAISHA	On 8th inst. at Daylight.
YOKOHAMA	DAIGI MARU	Jap. str.	2 m.	Davis	JARDINE, MATHESON & CO.	To-morrow, at 5 p.m.
YOKOHAMA	HAICHING	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA	LUONGSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA	TAIWAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst. at Noon.
YOKOHAMA	SUNGKIANG	Brit. str.	2 m.		CARLOWITZ & CO.	On 13th inst. at Noon.
YOKOHAMA	KAIPONG	Brit. str.	2 m.	Brusca	NIPPON YUSEN KAISHA	
YOKOHAMA	BISAGNO	Brit. str.	2 m.	M. Yagi		
YOKOHAMA	MIKE MARU	Jap. str.	2 m.			

## SHIPPING.

**ARRIVALS.**  
Sept. 4. HAILAN, French str., 377, Anderson, Pakhoi 2nd September and Hoihow 3rd, General.—A. R. MARTY.  
Sept. 4. PROMY, British gunboat, from Canton, Sept. 5, BANGA, British str., 5,905, P. Martin, R.N.R., Foochow 3rd September, General.—P. & O. S. N. Co.  
Sept. 5. FREDERICK, British gunboat, from Canton.  
Sept. 5. HONGWAN I, British str., 1,806, Pantey, Singapore 28th August, General.—CHINSEE.

**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
5th September.  
Nanchang, British str., for Tientsin.  
Gheang, British str., for Shanghai.  
Eadon, British str., for Sydney.  
Haitan, British str., for Balik Papan.  
Clam, British str., for Balik Papan.  
Daybreak, American str., for Ningpo.  
Lysenoon, German str., for Shanghai.  
Longmoon, German str., for Port Arthur.  
Manchuria, Russian str., for Port Arthur.  
Taichong, German str., for Foochow.  
Bingo Maru, Japanese str., for Singapore.

**DEPARTURES.**  
4th September.  
HOHMAO, French str., for Hoihow.  
PROTECTOR, Norwegian str., for Shanghai.  
5th September.  
CHUYANG, British str., for Shanghai.  
DAYBREAK, American str., for Ningpo.  
EADON, British str., for Australia.  
HAIKAN, British str., for Canton.  
LONGMOON, German str., for Canton.  
LYSENOON, German str., for Shanghai.  
MANCHURIA, Russian str., for Port Arthur.  
MICHAEL JESSEN, German str., for Haiphong.  
NANCHANG, British str., for Tientsin.  
NMS, British str., for Hongkong.  
PRINZESS IRNE, German str., for Europe.  
TAILEL, German str., for Swatow.

**VESSELS IN DOCK.**  
4th September.  
KOWLOON DOCKS.—Canton River, Victoria, Georges Valentine, Zafra, Hailong, Indravalli, Hleano, Fui Hoo, Kueang.  
COSMOPOLITAN DOCK.—Coptic.

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**THE Steamship**  
"BISAGNO,"  
Captain Brusca, will be despatched as above on TUESDAY, the 10th inst. at Noon.  
At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 3rd September, 1901.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
THE Company's Steamship  
"CARINTHIA,"  
Captain Marochino, will leave for the above place on THURSDAY, the 13th Sept. P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 29th August, 1901.

**THE Company's Steamship**  
"GLENHYLE,"  
Captain Forbes Selby, will be despatched as above on MONDAY, the 10th inst.  
For Freight or Passage, apply to  
P. DE CHAMPEMOEIN, Acting Agent.  
Hongkong, 3rd September, 1901.

**FOR NAGASAKI, KOBE AND YOKOHAMA.**  
THE Steamship  
"GLENBOY,"  
Captain Forbes Selby, will be despatched as above on TUESDAY, the 10th inst.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 3rd September, 1901.

**FOR NEW YORK VIA SUEZ CANAL.**  
THE Steamship  
"ATAKA,"  
will be despatched for the above port on or about 18th September.  
To be followed by the Steamship  
"ANAPA,"  
about 15th October, 1901.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO., Agents.  
Hongkong, 18th August, 1901.

## VESSELS ON THE BERTH

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TO  
VICTORIA (B.C.) AND SEATTLE.  
Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the  
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship  
"MOYNE,"  
4,646 tons, is due here on 6th September, and will have quick despatch.  
For Rates of Freight and further Particulars, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 29th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"LOONGSANG,"  
Captain Weigall, will be despatched as above TO-MORROW, the 7th inst. at 5 P.M.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 4th September, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.  
FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship  
"DAIGI MARU,"  
Captain K. Sobajima, will be despatched for the above port on SUNDAY, the 8th inst.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA, Agents.  
Hongkong, 2nd September, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship  
"NATAL,"  
Captain Bonis, will be despatched for the above ports on or about MONDAY, the 9th inst.  
For Freight or Passage, apply to  
P. DE CHAMPEMOEIN, Acting Agent.  
Hongkong, 3rd September, 1901.

"GLEN" LINE OF STEAMERS.  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship  
"GLENBOY,"  
Captain Forbes Selby, will be despatched as above on TUESDAY, the 10th inst.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 3rd September, 1901.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ATAKA,"  
will be despatched for the above port on or about 18th September.  
To be followed by the Steamship  
"ANAPA,"  
about 15th October, 1901.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO., Agents.  
Hongkong, 18th August, 1901.

THE Company's Steamship  
"NATAL,"  
Captain Bonis, will be despatched for the above ports on or about MONDAY, the 9th inst.  
For Freight or Passage, apply to  
P. DE CHAMPEMOEIN, Acting Agent.  
Hongkong, 3rd September, 1901.

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Hongkong, 18th August, 1901.

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Hongkong, 3rd September, 1901.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ATAKA,"  
will be despatched for the above port on or about 18th September.  
To be followed by the Steamship  
"ANAPA,"  
about 15th October, 1901.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO., Agents.  
Hongkong, 18th August, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).  
"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R. ....WEDNESDAY, 25th Sept., 1901  
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 23rd Oct., 1901  
"TARTAR" 4,425 Tons.....Comdr. E. Blothorn, R.N.R. ....WEDNESDAY, 30th Oct., 1901  
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R. ....WEDNESDAY, 29th Nov., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, 10, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailing, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pedder's Street.  
Hongkong, 29th August, 1901.

FOR MARSEILLES and LONDON.  
BANCA.....10 A.M. 7th September / Freight only.  
E. P. Martin, R.N.R.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
CANTON.....About 9th September / Freight or Passage.  
C.F. Lockstone, R.N.R.  
FOR SHANGHAI.  
PALAWAN.....About 13th September / Freight or Passage.  
J. Chellow, R.N.R.  
FOR LONDON, &c.  
PARAMATTA.....Noon, 14th September / See Special Advertisement.  
R.T. Cook, R.N.R.

FOR FURTHER PARTICULARS, APPLY TO  
H. A. RITCHIE, Superintendent.  
Hongkong, 5th September, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES and LONDON.  
BANCA.....10 A.M. 7th September / Freight only.  
E. P. Martin, R.N.R.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
CANTON.....About 9th September / Freight or Passage.  
C.F. Lockstone, R.N.R.  
FOR SHANGHAI.  
PALAWAN.....About 13th September / Freight or Passage.  
J. Chellow, R.N.R.  
FOR LONDON, &c.  
PARAMATTA.....Noon, 14th September / See Special Advertisement.  
R.T. Cook, R.N.R.

FOR FURTHER PARTICULARS, APPLY TO  
H. A. RITCHIE, Superintendent.  
Hongkong, 5th September, 1901.

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R.T. Cook, R.N.R.

FOR FURTHER PARTICULARS, APPLY TO  
H. A. RITCHIE, Superintendent.  
Hongkong, 5th September, 1901.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. SAILING DATES.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept. at Noon
K. Kori	MOJI, KOBE and YOKOHAMA	FRIDAY, 13th Sept. at Noon
AWA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 13th Sept. at Noon
M. Trust	MOJI, KOBE and YOKOHAMA	FRIDAY, 13th Sept. at Noon
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept. at Noon
N. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept. at Noon
ROJUN MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 16th Sept. at 4 P.M.
O. Ohao	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept. at 4 P.M.
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept. at Daylight
J. W. Wale	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept. at Daylight
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept. at Noon
A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept. at Noon
INABA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 20th Sept. at Noon
W. Bainbridge	MOJI, KOBE and YOKOHAMA	FRIDAY, 20th Sept. at Noon
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept. at 4 P.M.
N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.

Hongkong, 24th August, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	September 19th
OLYMPIA	2,837	J. Treadwell	October 1st
VICTORIA	3,502	J. Pantan	October 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG TO LONDON, 25d.  
Excellent accommodation. First-class Table. Doctor and Stewards carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24s.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train; day and night trains from Tacoma to New York in 4 days.  
TACOMA TO NEW YORK in 4 days.  
The YELLOWSTONE NATIONAL PARK route.  
HONGKONG TO VICTORIA AND TACOMA, 23s.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to PRA



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 5th September.
GLASGOW and LIVERPOOL.	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 19th September.
GLASGOW and LIVERPOOL.	"CALCHAS"	On 26th September.
GLASGOW and LIVERPOOL.	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL.	"LAERTES"	On 8th October.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"TYDEUS"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"AGAMEMNON"	On 29th October.
LIVERPOOL DIRECT	"ORESTES"	On 15th September.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.

(Taking Cargo at London Rates)  
(Taking Cargo at London Rates)  
S.S. "PYRRHUS" left SINGAPORE on 31st August, and is due in Hongkong on 5th inst.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [15]

Hongkong, 4th September, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"FOOCHOW"	On 6th September.
SHANGHAI	"SZECHUEN"	On 10th September.
MANILA	"TAIYUAN"	On 10th September.
THURSDAY	"TAIYUAN"	On 10th September.
TOWN, CAIRNS, TOWNSVILLE	"SUNGKIANG"	On 13th September.
BRISBANE, SYDNEY AND MELB.	"KAIFONG"	On 14th September.
BOURNE	"CHINGTU"	On 15th September.
MANILA		
ILIOILO & CEBU		
YOKOHAMA		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [16]

Hongkong, 5th September, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, DUMBAI, ADEN, EGYPT,  
MARSEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th September, 1901,  
at 1 P.M., the Company's Steamship  
"YARRA", Captain Ngre, with Mails,  
Passengers, Specie, and Cargo, will leave this  
port for MARSEILLES via BOMBAY.  
The Steamer connects at COLOMBO with  
the S.S. "Polytechnique", which vessel takes on her  
Passengers and Mails, leaving that port on the  
21st instant direct to Sues, Port Said and  
Marseilles.  
Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M. on the 8th  
instant. (Parcels are not to be sent on board  
they must be left at the Agency's Office). Con-  
tents and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.  
P. DE CHAMPORIN,  
Acting Agent.  
Hongkong, 3rd September, 1901. [2]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
AND MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSTAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE "PARKHATTA"  
Captain R. T. Cook, E.M.E., carrying His  
Majesty's Mails, will be despatched from this  
port for Bombay, on SATURDAY, the 14th  
September, at Noon, taking passengers and  
cargo for the above ports.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transhipment.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
H. A. MITCHELL,  
Superintendent.  
Hongkong, 2nd September, 1901. [1]

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"GLENLYN"  
Captain T. Dicks, will be despatched as above  
on SATURDAY, the 28th September.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 28th August, 1901. [2166]

## FOR NEW YORK

THE S.S. "AMERICAN" Ship  
"MANUEL LLAGUNA"  
will leave during September and October,  
sailing about 25th October.  
For Freight, apply to  
SHEWAN TOMES & CO.  
Hongkong, 18th July 1901. [2178]

## FOR NEW YORK

THE S.S. "AMERICAN" Ship  
"CARLOWITZ"  
Captain K. Sudaiki, will be despatched as above  
on SATURDAY, the 17th September, at Noon.  
For Freight or Passage, apply to  
CARLOWITZ & CO.  
Hongkong, 18th July 1901. [1414]

## VESSELS ON THE BERTH.

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 10th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.
"PERU"	TUESDAY, 12th Nov., at Noon.

THE O. & O. S.S. Co's Steamship "COPTIC" will be despatched for SAN FRAN-  
CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA  
and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan,  
the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland  
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of  
2s in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between  
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of  
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials  
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)  
are granted to Missionaries, members of the Naval and Military  
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full-class fare from the  
United States, Canada, or Europe, to a port of call in Japan or China and re-embark at such port  
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per  
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to  
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,  
Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold  
or over) destined to points beyond San Francisco in the United States, should be sent to the  
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is  
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,  
Queen's Building.

GEO. ECKLEY,  
ACTING AGENT. [3-4]

Hongkong, 31st August, 1901.

THE OSAKA SHOSEN KAISHA,  
LIMITED.

FOR FOOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship

"ANPING MARU"  
Captain S. Atsumi, will be despatched for  
above ports on WEDNESDAY, the 11th  
September, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 28th August, 1901. [19]

TO IMPORTERS FROM THE UNITED  
STATES.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED,  
having Established a regular service of steamers  
from Seattle (Puget Sound) to Japan,  
China and the Philippines, in  
conjunction with the  
GREAT NORTHERN RAILWAY LINES  
of the United States, are prepared to con-  
tract for the conveyance of Goods from  
the Pacific Coast and interior  
points of U.S.A. to the Orient.

For further particulars, apply at  
THE CHINA MUTUAL STEAM NAVI-  
GATION CO.'S OFFICES, New York;  
To the Agents of the Company at Japan,  
China, Philippines and Straits;  
FRANK WATERHOUSE & CO., General  
Western Agents, Seattle, or to  
GEO. SUTHERLAND, General Agent for  
the East, SHANGHAI.

JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 25th July, 1901. [1024]

## NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [1024]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour:  
"Glen", British ship, Jeffrey  
"I. F. CHAPMAN", American ship, Chapman.  
"Arnold", American ship, C. S. Kendall.  
"Carlowsitz", American ship, Carlowsitz & Co.

For further information as to Passage and Freight, apply to the Agency of the Companies,  
Queen's Building.  
GEO. ECKLEY,  
Acting Agent.  
Hongkong, 28th August, 1901. [5]

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship

"TRIESTE"  
Captain Mitte, will leave for the above places  
on TUESDAY, the 17th September, at Noon.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 28th August, 1901. [2187]

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUEZ, PORT  
SAID, FUME AND TRIESTE.  
(Taking Cargo at through rates to the BRASIL,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE AND ADRIATIC PORTS.)  
THE Company's Steamship

"CHINA"  
Captain A. Levi, will be despatched as above  
on TUESDAY, the 17th September, at Noon.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 28th August, 1901. [8]

THE OSAKA SHOSEN KAISHA,  
LIMITED.

FOR ANPING VIA SWATOW AND  
AMOI.

THE Company's Steamship

"MAIDZURU MARU"  
Captain K. Sudaiki, will be despatched for  
the above ports on WEDNESDAY, the 18th  
September.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 4th September, 1901. [18]

REGULAR STEAMSHIP SERVICE TO  
NEW YORK

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"MOGUL" ... 21st September.  
"KURDISTAN" ... 12th October.  
"SATSUMA" ...  
"LENNOX" ...

For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 8th August, 1901. [1739]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

FROM PORTLAND (OREGON) AND  
PORTS.

THE Company's Steamship

"INDRAVELLI"  
having arrived from the above ports, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
and take immediate delivery of their Goods  
as ship or from alongside.

Any Cargo impeding the discharge of the  
vessel will be landed and stored at Consignees'  
risk and expense.  
Bills of Lading will be countersigned by  
ALLAN CAMERON,  
General Agent for China & Japan.  
Hongkong, 3rd September, 1901. [2340]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI, & SHANGHAI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 3rd September, 1901. [11]

## "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA"

FROM NEW YORK, STRAITS AND  
MANILA.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company, at  
Kowloon, whence and from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 10th inst., will be  
subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
10th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 10th inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 5th September, 1901. [2249]

NAVIGAZIONE GENERALE ITALIANA  
(FIORIO & RUBATINO UNITED  
COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"  
having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that their Goods are being landed at their risk  
into the Godowns of the Hongkong and Kow-  
loon Wharf and Godown Company, whence  
delivery may be obtained. Perishable Goods to  
be taken delivery of immediately.  
All damaged packages must be left in the  
Godowns, and a certificate obtained from the  
Godown Company, within seven days after the  
vessel's arrival here, after which no claims will  
be recognized.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 10th  
instant, will be subject to rent.  
Bills of Lading will be countersigned by  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 4th September, 1901. [17]

FROM HAMBURG, BREMEN, ANT-  
WERPEN, PENANG AND  
SINGAPORE.

THE N.D.L. Steamship

"FREIBURG"  
Captain Prosch, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned, and to  
take immediate delivery of their Goods from  
alongside.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY, 2nd inst.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 8th inst., will be  
subject to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 9th inst., at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE,  
General Agents, Hongkong Office.  
Hongkong, 2nd September, 1901. [2236]

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FOR

1901.

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lands India to Siberia, in which European reside.  
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